#### WEWS STRUMBER.

City Attnira -At a meeting of the Joint Committee for the Improvement of the Navigation of the Delaware, held yesterday afternoon, the following resolution was adopted: -

Resolved, That the chairman of this Joint Committee prepare, or cause to be prepared a petition to the Congress of the United Status representing the fact of the obstructions to the navigation of the Delaware river at the point known as the Horseshoe, and to have it signed by our importers, manufacturers, insurance companies, shipping merchants, owners and masters of vessels, and all interested is the commerce of our port. While eating supper last night, Mr. Otley, living at No. 410 Girard avenue,

was choked to death. -A meeting of the Americus Club was held last evening at the club-house on South Fifth street. The occasion was the installa-

V. McGrath, Esq. -A number of steam engineers of this city met at No. 625 North Twenty-fourth street last evening, to form a beneficial association. It was stated that the United States Government requires steamboat engineers to take out a license costing \$10, but makes it optional with other engineers to obtain a license costing \$3. The officers of the association are: - Charles M. Thomas, President: George G. Street, Secretary; M. P. Randall, Trea-

Domestic Affairs. -The Turfmen's National Congress commenced its sessions last night at Buffalo, New

-An association of ladies was formed at Boston yesterday to relieve the sufferings of the people of Paris.

-A resolution is to be introduced into Congress giving Victoria C. Woodhull the use of the Hall of Representatives for the delivery of an address in advocacy of female

-A singular and fatal accident occurred in New Orleans yesterday through a large pane of broken glass, which was being removed, slipping from the hands of the workmen and striking the throat of Benjamin Levy, who was passing at the time, causing death to ensue almost instantly.

#### Foreign Affairs.

-Excessive frosts have endangered crops of all kinds in England. -General Fleury has passed through Co-

logne on his way to London. -Great quantities of food are being shipped from Belgium to Paris.

-Bordeaux has made a protest against peace upon any dishonorable terms. -Switzerland has sent a remonstrance to

Berlin against the violation of Swiss territory by German soldiers. -Gambetta continues to issue bombastic proclamations, calling upon the French to

prepare to renew the war. -Emperor William has sent three million rations from the German army to the famish-

ing people of Paris. -The Government of Spain claims to have important developments concerning the assassination of General Prim.

-A Constantinople despatch says that the London Conference will not close its sessions until France has been represented. -While persons are allowed to leave Paris, the French authorities have requested the

Prussians to prevent all admissions to the -Von Beust urges Austria to increase her armament, as the danger of warlike compli-

cations involving that empire is not a phan--A Bordeaux despatch says it is believed that the first acts of the National Assembly will be the nomination of a President of the

Council of Ministers and the forming of a government. -At a grand military parade in Madrid on Tuesday, the King was accompanied by General Sickles and a brilliant staff of marshals and generals. Forty thousand men took the

oath of fidelity to the King. —The conditions of peace prescribed by Bismarck embrace the cession of Alsace and Lorraine, with Belfort and Metz; the payment of ten million francs as indemnity for expenses of the war, beside many minor conces-

The Death of "Father Taylor"-Interesting Account by One of His Puplis. Mr. William Allen Butler communicates to

the Evening Post the following extract from a letter from his son, a student at Phillips Academy, at Andover, Mass., giving an account of the sudden death, on Sunday morning, of Samuel Harvey Taylor, LL.D., the venerable and eminent Principal of that famous classical

"This morning Dr. Taylor left his house as usual to teach our Bible class. It was snowing hard, and the walking was tiresome on account of the deep snow. The Doctor came up the steps, and just as he entered the door fell. tew of us were in the chapel and heard him fall; we ran out and found him lying on the floor; one of the boys raised his head up, rest of us ran in different ways for the doctor, etc. I thought when I first saw him that he had only fainted, but we soon saw that he was very sick. George Taylor rushed in and took his father's head in his lap, and soon the doctors came. They unloosed his eravat and began to rub his hands. I ran to a house and brought some hot water to put to his We brought a mattress and some clothing and laid the doctor on them, and carried him from the hall to a recitation room, but I think he had died before we moved him. He never opened his eyes or spoke after he fell. It was a very impressive sight to see the boys, almost the whole school, standing around him, the bell still tolling for the Biblical class, so sudden was his fall. Thus he died as many great men have died, in the midst of duty and in the academy of which he was the head, with his pupils around him, and in the very house in which he had taught for so long a time.'

-Last year 17,349,409 bushels of wheat were received in Chicago. -The Massachusetts State constabulary force

is now rather more popular than it has been -A Yale student has sued a New Haven policeman to recover damages for using the club on him too freely.

—The question which, sooner or later, agi-

communities-shall the street-cars be run on Sunday ?- is now being discussed in -Republican papers in California say that if the party has a good man for candidate for

Governor, it can sweep the State. Newton Booth is urged by many for the position. —Curiously enough, Mr. Dusabell, of the Pennsylvania Legislature, has been telling what he knows about the secrets of the Building

The Democrats of McCracken county, Ky. have held a convention to discuss the propriety of the Legislature passing a law to admit negro evidence in the State courts. -The report of the Auditor of West Virginia this year is more satisfactory than ever before. He estimates that the receipts during

the year will be \$606,879, and the charges upon the Treasury \$539,097. -The "wheels of fortune" used at the draw ing of the San Francisco Mercantile Library lottery have been placed in front of the Library building to serve as gas-lamps, and to be constant reminders of dreams of fortunes unre-

### THE RIVER HORROR.

Further Particulars of the Explosion of the Steamer W. R. Arthur.

A despatch to the Ciucinnati Enquirer says:-At an early hour this morning a startling rumor was circulated through the city to the effect that the steamer W. R. Arthur, Captain Harry W. Bolaski commanding, which left this port last evening for Louisville, blew up near Island The ramor proved, aufortanately, too true, and the facts obtained by the sur-vivors of the fearful disaster make up a tale of bideous horror-a tale of death b fire and water almost unequalled in history morning cotton and pieces of wreck were discovered floating past the landing. The news was brought by Mr. J. S. Carter, formerly river reporter of the Times, of St. Louis, who floated down the river in a yawl and imparted the information, when the ferry-boat Excelsion and a tug boat started for the scene of the disaster, picking up on their way many unfortunate beings, who were discovered floating down the river on boards, cotton bales, and doors, and arriving at the Arthur found her on a bar near the foot of the island. The explotion of the newly-elected President, William sion occurred at I o'clock this morning, while all were asleep save those on duty. The entire front part forward of the wheel-house was blown away, including the texas and pilot-house, and immediately afterwards fire broke out among the cotton, of which had alter 1900 tables of which she had taken 1200 bales here and which was piled up nearly even with the hurricane roof on the forecastle. The fire was, however, subdued by the passengers and crew, but only to break out again and again, causing intense excitement among the passengers. The boat finally floated down the river a mile or more, when it grounded on a bar in the middle of the stream and sunk to the cabin floor, the remaining passengers being crowded on the burricane roof aft the wheel-house. Mr. Alfred Church, of St. Louis, who also came In he skiff with Mr. Carter, makes the following statement:-I was sitting by the stove in the back part of the boat, on the lower deck, when I heard a noise and sound as though a house was falling. The boiler flew backwards towards the stern of the steamer. I recovered my feet in a few minutes and got on the guards, then climbed up to the hurricane deck. Here I found a number of passengers, men, women, and children. all excited and in their night clothes. They were screaming for help, and some were praying and appealing to each other for protection and safety. The forward part of the boat appeared to be a perfect wreck. In a few minutes a fire sprang up and blazed furiously. The entire front part of the boat forward of the wheelhouse was blown away, and nothing could be seen of texas, pilot-house, or chimney. The fire and excitement increasing, I left the boat on a cotton bale and floated down the river for several miles until picked up. I believe there were about fifty cabin passengers, including fifteen or twenty ladies, and thirty deck passengers on board. The crew numbered about twenty men. When the boat blew up and took fire she floated down the river about a mile and grounded on a sand-bar. It seemed as if the boat was cut in two. The forward part was de-stroyed by fire, while the portion aft of the wheel-house remained intact. When last I saw the boat the water was up to her cabin-floor, and a number of people were on the harricane deck. Several people were trying to put the fire out with buckets of water. I saw the porter, bar-keeper, and the watchman on cotton baies, and heard a number of people out in the river crying for help, but we could not go near them cause we had no oars in the boat

The books and papers of the boat were all lost, so that there is no means of obtaining a correct list of those lost. The body of Martin Graney, second steward, of Evansville, was also found. Graney, Miller, Harper, and Allen, all belonging to the cabin crew, occupied one room in the texas. Graney and Miller, who slept in forward berths, were lost, while Harper and Allen, in after berths, escaped without a scratch Mr. Dillon, second mate, went up the river from the wreck on board the steamer Lock wood. From the appearance of the wreck two of the midship boilers must have exploded simultaneously, one going straight up from its foundation, and the other being thrown aft, found on the afterguard. Miss Mary E. McClary, a young girl from Chicago, on her way home was drowned. After the explosion she made her way to the guards of the ladies' cabin, and was seen by the pantryman seemingly stupefied by fear, and as the boat sunk, and the water came nearly up to where she was, she plunged into the water and sank.

### NEW JERSEY AS A BREAKWATER. Her Rallroad Obstructions to Travel Must be Abandoned-Significant Opinion of a Leading

From the Newark Advertiser, Jan. 31.

Journal.

"All roads lead to Rome," so far as Europe is concerned, and on this continent all roads lead to New York, and the great bulk of Western travel and traffic must cross New Jersey. \* \* \* The late Henry J. Raymond once said that no railroad or canal could be built upon this continent that would not be tributary to New York, a theory which is curiously illustrated of late in the "change of base" made by two of the great trunk lines. The Pennsylvania Central Railroad was built in the interest of the city of Philadelphia, and with the design of making it a great seaport to rival New York in its foreign commerce. Yet as soon as the main trunk from Philadelphia to Pittsburg was constructed, the necessity arose for Western connections, the Fort Wayne route to Chicago was secured, and that again, after a brief rest, was pushed on further and further until the Central's real Western terminus is now at San Francisco. With interests so vast and connections so extended, the Company soon found Philadelphia an unsatis-Atlantic terminus, and, partly by the establishment of the Allentown route, and further by the West Philadelphia turnpike to Trenton, has made Philadelphia only a way station on the trans-continental thoroughfare. now seeking a direct and perpetual line to New York by leasing the Camden and Amboy. That secured, it will have a through line from ocean

to ocean. Still another instance of this tendency towards New York is to be found in the Baltimore and Ohio Railroad, one of the most wisely and energetically managed corporations in the country. Liko the Pennsylvania road, it was built in the interests of its chosen terminus as a seaport. Trending far to the South, it seemed destined

to contribute almost solely to the building up of Baltimore, bringing to it the rich trade of the Ohio valley, and Sullding up steamship lines that could dare to compete with the Cunarders. It is only a few years since this road was considered a dangerous competitor to the New York canals and railroads, and a beavy damage to the commerce of the metropolis. But in the extension of its Southern connections, especially since the war, it finds itself only a link when it wishes to be the controlling power in a through line between New Orleans and New York on the one branch, and the Ohio Vailey and New York on the other. Five years since its weighty influence was employed in Congress to defeat any project of an air line between Washington and New York. Now, its Southern connections so urgently demanded a Northern outlet that it is working in the opposite direc-

tion, and is ready to form new alliances. The action in the State Senate last evening has some significance. On Thursday of last Mr. Jarrard introduced a bill repealing so much of the charter of the Hamilton Land Improvement Company as was construed to authorize it to build a link of seven miles of rallroad, which would complete, or nearly so, the con-nections of a series of corporations which can be consolidated as a National Air Line Railroad. Mr. Jarrard's objection was that a railroad charter is an incongruous element in land improvement, a somewhat unusual logic which was met for the moment by Senator Taylor, by referring the charter to the State Attorney-General for his opinion as to its legality. The resolution passed, but was called up last night for reconsideration, and by a vote 11 to 16 the resolution was negatived, thus leaving the Air Line people in their original it is not apparent that the Camden and Amboy made any special resistance to this dis-position of the case, and there are reasons

enough why it should now The termination of their monopoly implies a promise on their part that the interests of the State must hereafter take precedence. The negotiations pending with the Pennsylvania Central might possibly include a further consolidation of al the lesser charters which have been shrewdly obtained on various pretenses. The Baltimore and Ohio capitalists claim consideration, and behind lies the power of Congress to compel

direct communication. The whole drift and tone of railroad contro versy are towards nationalization. New Jersey has high advantages belonging to her wonderful geographical position. A new New York is rising upon the western shores of the Hudson, and the prospective growth seems to be illimit-The pressure brought to bear upon our State is too enormous to be resisted. It is the crush of a continent which demands free transit across our territory, and the wiser brains fall in with the march of the age. We have not even the choice any longer. We must yield gracefully or yield per force.

### WILLIAMSBURG'S TERROR.

The Wretch with a Manta for Stabbling School Girls-A Score of Women Victims to a Madman's Knife-Seven Girls Stabbed in One

The women of the Fifteenth and Sixteenth wards of Brooklyn have been in a terrible state of alarm for the past six or eight weeks over the outrages committed upon a number of young girls by a human vampire. His mode of operation has been to come up behind the girls unawares, stab them in the face or back, and then before they have recovered from the shock,

make his escape in the darkness. Four cases of girls thus stabbed have been reported to the police, but it is said that twenty or thirty other cases have occurred of which no eport has been made. These outrages have all been committed early in the evening, and in the most public places, where people are constantly passing. Thus far every effort to

catch the rascal have proved futile. Naturally enough, the women are fearfully frightened, and the streets that were once filled with girls on their evening promenades are now almost wholly deserted. Parents will not allow their daughters to go out during the evening, unless accompanied by a male companion, and few grown-up women are bold enough to venture out unattended.

There are hundreds of stories affoat in regard to the mysterious assassin. Some of the women who are naturally superstitious believe him to be a supernatural being.

A VERITABLE IMP OF THE DEVIL. They say he has never been seen by mortal eyes, except for an instant only; that he approaches his victims noiselessly, gives them a stab, and then as noiselessly vanishes into the air. Children listen to these stories with wondering eyes and bated breath, and they so work upon their young imaginations that even their waking dreams are peopled with images of the demon. Many of them are so frightened that they dare not venture into the street after dark. One lady said she heard that there were

SEVEN LADIES STABBED ON SATURDAY NIGHT, and as many more on Sunday morning and evening. Probably this is an exaggeration, but the alarm is so great now that the women believe everything they hear about this terrible demon. Girls seldom go upon the street unaccompanied. Coming down Montrose avenue last evening, the Sun reporter met one only, and she shied out to the curbstone as if fearful that the reporter might be the terrible vampire seeking another victim. One

evening last week a Mrs. Smith, living on Lee avenue, had just left her house, when a man came up to her, grasped her by the wrist, and drew a razor. The lady saw the weapon, and gave a wild cry of affright. The man then let go his hold and made his escape.

If one-half the stories told are true, there is an alarming state of affairs in Williamsburg, and the authorities owe it to themselves, as well as to the reputation of the city, to see that no stone is left unturned to clear up the mystery. The aldermen of Brooklyn have authorized the Mayor to offer a reward of \$250 for the arrest of this devilish scoundrel .- N. Y. Sun of yesterday.

# BURNING OF A THEATRE.

The correspondent of the Panama Mail, writing from Valparaiso on Dec. 10, says: - The magnificent theatre in Santiago, erected by the municipality at a cost of \$500,000, was totally destroyed by fire on Thursday night. Fortu nately the fire broke out after the audience, estimated at considerably above 2000 persons, had attended the Patti concert, had withdrawn, or a frightful loss of life would have resulted. The concert was brought to a close at 11 P. M., and the alarm was given at 111/2.

The fire broke out on the stage, and the flames seizing with frightful rapidity upon the curtains, scenery, ropes, etc., soon converted that part of the building into an immense bonfire. and before the engines were in working order the whole of the interior was a prey to the devouring element. The exertions of the firemen were consequently directed towards saving the adjoining buildings, and they succeeded in their efforts so well that by 2 A. M. they were out of all danger. The part of the building in which the music and dresses were kept, and which was separated from the rest of the edifice by a passage and wall, fortunately escaped struction. The safe was also saved. regard to the origin of the fire several versions are being circulated. The lessee of the theatre, Senor Curiti, who with his family had a very narrow escape, says that on letting fall the cur tain a counterpoise of the same struck a gas tube and broke it, and on that account the lights were all extinguished before the audience had well left the building. A strong odor of gas being still observable, the lessee, in company with the light-tender, proceeded to examine with a light the subterraneans below the stage, when an explosion occurred, the imprudent lessee and his companion being severely burnt, while the flames shot up through the opening and spread in the manner already described.

# MURDER AT TITUSVILLE.

Butchery Unparalleled-Murdered for Money The citizens of Titusville were thrown into state of excitement on Saturday morning by the discovery of the body of a man named James H. Wisner, lying at the south end of the Franklin street bridge, in a horribly mutilated condition. The Titusville Courier says, in its issue of Saturday:—"About 1 o'clock this morning a son of Mr. Beebe, who lives at the south end of the Oil Creek Bridge, on Franklin street, got up to go to the refinery where he is employed. As he reached the end of the bridge he

FOUND THE BODY of a man lying dead, weltering in a pool of blood, with traces of blood along the footwalk of the bridge, and every evidence of a horrible murder having been committed. Near by was a large pool of blood, and near the centre of the bridge, on the footwalk, the snow was bespatwith blood in a manner indicating that this was the spot where the struggle ensued. The pockets of the murdered man were turned inside out, giving evidence that the murderer's object was money.

In his coat-pocket was found an envelope, having on it the address of "James H. Wisner," and in it a notification of the expiration of a life insurance policy on February 1, and signed by M. C. Tuttle. Through the address on the envelope, the murdered man was identified as being James H. Wisner, and his brother, who lived near by, on the south side of the creek, was aroused and notified of the murder.

THE BROTHER'S STORY. From the brother of the murdered man we learn that for the past five weeks he had been confined to the house from sickness, having only been able to go out for the first time on Thursday. He was twenty-five years old, and a widower, with one child, a little girl about five years of age, who is living with his brother. He was also living with his brother, and was at home at supper, and that was the last seen of him by his family. He was a native of Ithaca, New York, and has been in Titusville a number of years. At last accounts no clue to the murderer had

SHIPPING.

LORMLARD STEAMSHIP COMPAN FOR NEW YORK.

SAILING TUESDAYS, THURSDAYS, AND SAT URDAYS AT NOON, are now receiving freight at winter rates, com-

mencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company. INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less that fly cents, and no insurance effected for less than one dollar premium, For further particulars and rates apply at Com-

pany's office, Pier 33 East river, New York, or to JOHN F. OHL PIER 19 NORTH WHARVES.

N. & -Extra rates on small packages iron, metals

THE REGULAR STRAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STRAM-SHIP LINE are ALONE authorized to issue through oths of lading to interior points South and West in connection with South Carolina Railroad Company. ALFRED L. TYLER,

Vice-President So. C. RR. Co. PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW OR-

The YAZOO will sail for New Orleans, via Havana, The YAZOU will sail for New Orleans, via Havana, on Tuesday, February 7, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havana, on Fridsy, February 3.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVES.
TON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Masissippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge

WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail for Savannah on Saturday, February 4, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, February 4
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabams, Florida, Mississippi, Louisians, Arkansas, and Teanessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEBR will sail for Wilmington on Friday, February 10, at 6 A. M. Returning, will leave Wilmington Friday, February 17. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manhester Railroad to all interior points. Freights for Columbia, S. C., and Augusta, Ga. taken via Wilmington at as low rates as by any other route.

Justification of the street of before day of sailing.
WILLIAM L. JAMES, General Agent,
No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH

INCREASED FACILITIES AND REDUCED Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sail-Ing days.

TEROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Rallroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Rallroad, Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer. pense of transier.
Steamships insure at lowest rates.

Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
NO. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City

T. P. CROWELL & CO., Agents at Norfolk. 615 FOR LIVERPOOL AND QUEENS. TOWN.—The inman Line of Royal Mail Steamers are appointed to sail as follows:— City of London, Saturday, January 28, at 11 A. M.

City of Antwerp, Saturday, Feb. 4, at 2 P. M. City of Cork, via Halifax, Tuesday, Feb. 7, at 1 P.M. City of Brooklyn, Saturday, Feb. 11, at 10 A. M. and each succeeding Saturday and alternate Tues day, from pier No. 45 North river. RATES OF PASSAGE

### RATES OF PASSAGE

By Mail Steamer Sailing every Saturday,
Payable in gold. Payable in currency.

First Cabin. \$75 Steerage. \$10

To Londen. \$0 To London. \$5

To Paris. 90 To Paris. 38

To Halifax. 20 To Halifax. 15

Passengers also forwarded to Antwerp, Rotterdam. Sweden. Norway, Denmark, etc., at reduced. dam, Sweden, Norway, Denmark, etc., at reduced

rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's JOHN G. DALE, Agent, No. 15 Broadway, N. Y.1
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

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NORFOLK STEAMSHIP LINE, THROUGH FREIGHT LINE TO THE SOUTH INCREASED FACILITIES AND REDUCED

Steamers leave every WEDNESDAY and SATUR-DAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street. RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS No bills of Lading signed after 12 o'clock on sail-

ing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad. connecting at Pertsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and ta No charge for commission, drayage, or any expente of transfer. camships insure at lowest rates.

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ALEXANDRIA, GEORGETOWN, AND WASH-INGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
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HYDE & TYLER, Agents, at Georgetown; MELDRIDGE & CO., Agents at Alexandria. 61 §

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EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual, THROUGH IN TWENTY-FOUR HOURS

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Cabin, \$75 and \$65; Steerage, \$28. Excursion tickets, good for one year, liberally reduced. Per-sons sending for their friends can obtain tickets (Steerage) for \$32. Tickets to and from Londonderry and Glasgow by this tavorite route at the same low Currency rates.
Presengers booked to and from Lendon, Paris, Ban burg, Bavre, Bremen, etc., at lowest rates.

Note.—The magnificent Ocean Steamships of this
line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now \$15 in Cabin and \$2 in strerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Leiand, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

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CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD, FOUR STEAMERS A WEEK,

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No. 5 Bowling Green.

LEO, Captam Dearborn, from Pier No. 16 East River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street,

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River, LIVINGSTON, FOX & CO., Agents, No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6†
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Agent C. R. 1
No. 409 Broad Agent C. R. R., No. 409 Broadway.

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These new vessels have been designed specially

for the transatlantic trade, and combine speed, safety, and comfort. Passenger accommodations unrivalled, Parties sending for their friends in the old country can now obtain prepaid tickets.

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